

Central Intelligence Agency



Washington, D.C. 20505

8 APR 1985

Mr. John P. Fowler, II, PE
Dewberry and Davis
8401 Arlington Blvd.
Fairfax, VA 22031

(Ltr sent to all TAC members)

Dear Mr. Fowler:

Forwarded herewith, for your review and comments, is a draft of a handout for distribution to local citizens prior to our Public Meeting in May, 1985.

In order to continue our preparations and permit printing and distribution of the desired number of copies, it is requested that your approval or suggested changes be sent or called into the undersigned no later than 15 April 1985. Also, at the same time, please indicate the number of copies you want for distribution.

In addition, you will find enclosed copies of the minutes of the eighth CIA Traffic Advisory Committee meeting which was held on 22 March, 1985.

Sincerely,



Chairman, CIA Traffic Advisory Committee

Enclosures:

- A. Draft of Handout
- B. Minutes of 22 March

Minutes of CIA Traffic Advisory Committee Meeting
22 March 1985

1. The Chair convened the eighth meeting of the CIA Traffic Advisory Committee (TAC) at 2:05 p.m. on Friday, March 22, 1985. Attached is a list of attendees.

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2. [] opened the meeting by briefing TAC members on the status of construction activity on the Central Intelligence Agency (CIA) compound and that the work is proceeding on schedule.

3. In addition to the ongoing activity the group was told that:

a. A contract for the new building superstructure was signed with Centex Construction Corporation, who have offices in the Merrifield, Virginia area. Centex is expected to have construction personnel on site in the next week or two.

b. A contractor has been identified to construct the security control points at the Route 123 and Parkway entrances. Action is underway to see that the work begins by late summer of this year.

c. Design for the acceleration lane on the George Washington Memorial Parkway (GWMP) of the CIA exit has been approved. CIA is waiting for a request from the Federal Highway Administration (FHA) for funds in order that a contract can be let. Construction is expected to start this summer.

d. Funds for the improvement of the beltway between Route 193 and the Parkway exit before the Cabin John Bridge have been requested in the 1987 budget.

4. Mr. Maxfield stated that Ad Hoc Committee members were concerned about the parking lot at the Route 123 entrance and work being done in the vicinity of the pumping station just outside of the CIA fence. [] answered the question in the following manner:

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a. Parking at the Route 123 entrance is temporary and was brought about by the elimination of parking inside the CIA compound by construction activity. When work begins this Fall on the security control point at the Route 123 entrance, temporary parking will cease. Upon completion of the building the area will be completely landscaped.

b. It had been planned from the beginning of the project to extend a new sanitary sewer line to the pumping station. However, the size

of the pumping station was not to increase and the only other CIA work to be completed here was to replace the existing pumps inside the station. The area will be landscaped and trees planted.

5. In addition to the above, the following information was offered by the Chair.

a. CIA has made arrangements to plant 71 trees on the hill in the area of what the Government refers to as the nursery. This area is directly above the CIA entrance off Route 123.

b. CIA will use the Parkway entrance as the principle entry port for visitors and the Route 123 entrance will serve as the entrance for commercial traffic, busses, cars and occasional VIPs.

6. The Chair then asked for questions from the members on the Environmental Assessment which had been distributed to all members.

Mrs. Lilla Richards, McLean Citizens Association (MCA) representative, said that she and her Committee objected to the reference of the need to six lane Route 123. She said she had sought information on and a copy of the long range Needs Study, which allegedly describes the need to widen Route 123, but a copy was not available either from the State or the County. Mrs. Richards requested that the matter be clarified and a copy of the Needs Study be made available to the Committee for review.

Mr. Kent Maxfield, of the Ad Hoc Committee, expanded on the six lane problem. He took exception to it being included at all in the Environmental Assessment, since six lanes is only a requirement at the CIA entrances if the traffic management strategies agreed to by CIA and the Virginia Department of Highway and Transportation (VDH&T) fail. Mr. Maxfield insisted that all reference to six lanes be removed from the Assessment.

Mr. Fowler, of Dewberry and Davis, stated that the Assessment as written, clearly showed that it described improvements to the CIA and environs and did not suggest that Route 123 be widened to six lanes.

Mr. Conley, VDH&T, said there was no intention to widen Route 123 to six lanes. This would only happen if the traffic management strategies of CIA failed and then only in the vicinity of Potomac School Road and Merchants Lane as described in Article I.l.c. of the Memorandum of Agreement between CIA and VDH&T shown as Attachment 1 to the Environmental Assessment.

Some lengthy discussion of this matter ensued and after reasonable debate the Chair requested the State to remove from the Environmental Assessment all reference to widen Route 123 to six lanes except as shown in the CIA/VDH&T Memorandum of Agreement of 5 September 1984. The State agreed to this and will

provide these pages to CIA for reproduction and distribution. In addition, a new title cover sheet will be signed and distributed to all Committee members.

7. Mr. Maxfield questioned the drawing of the Route 123 Alternative 2 road improvements showing three lanes, one in gray, with arrows and at the intersection four lanes, one in gray, with arrows showing a turn. Mr. Fowler, Dewberry & Davis, and Mr. David Gehr, VDH&T, explained that the gray areas depicted the additional lane if the traffic management strategies of CIA fail and the fourth lane in this instance, was for turn purposes. After discussion it was agreed to change the drawing to show two lanes with arrows and a third at the intersection with an arrow for turn purposes.

8. The Chair went over the events of the last meeting and reminded the Committee members that all had chosen Alternative Plan 2 as the preferable one. At this meeting the VDH&T and Fairfax County abstained until such time as the results of the Environmental Assessment were available for review. The Chair requested their position at this time and both the VDH&T and Fairfax County selected Alternative Plan 2. Other members were asked if there was any change in their position of the 27 November meeting and no changes were voiced. The decision of the TAC to go with Alternative Plan 2 was unanimous.

9. Discussion of the the Public Meeting took place. It was agreed that the meeting would be scheduled for 7:30 p.m. at Langley High School at a date to be determined depending upon the availability of the school. It was suggested that the meeting occur as soon as possible but no later than May of 1985.

10. It was decided that CIA would draft a handout which may be distributed by the TAC members to their constituents. This handout would be in the form of a foldout brochure which would show a drawing of Alternative Plan 2 and describe the actions taken by the Committee to reach this solution. The draft handout would be made available to the Committee for review and comment. The final copies of the completed document would then be made available to the TAC members by CIA for distribution. CIA agreed to complete this project as soon as possible, hopefully by 29 March 1985.

11. At the request of Mr. Robert Andrews, it was suggested that a press release giving the time, date, plan and subject matter for the Public Meeting be accomplished. CIA agreed to this upon confirmation of the meeting date.

12. The Chair announced that the TAC meetings will continue through the design stage and requested advice from the TAC as to when these should occur. Mr. Conley, VDH&T, suggested that it is usual to perform a design review when the design is 25% complete, 60% complete and 90% complete. It was agreed that meetings would be held when these benchmarks are reached.

The Meeting Adjourned at 3:40 p.m., 22 March 1985

Attachment A

Attendees
Eighth Meeting - CIA Traffic Advisory Committee

	Name	Organization
	ANDAY, A. C.	VDH&T - Richmond
	ANDREWS, Bob	Virginia House of Delegates
	BEASLEY, R. H., Jr.	VDH&T
	BENNETT, Nancy	Congressman Wolf's Assistant
	BLACKMAN, Bob	VDH&G
	BLOOD, P. M.	Ad Hoc Committee
	CONLEY, S. R.	VDH&T
	DUBOIS, Joan	Supervisor Falck's Office, Fairfax County
	GRESHAM, Bob	National Capital Planning Commission
STAT	MAXFIELD, Kent	Ad Hoc Committee
		CIA
	RICHARDS, Lilla	McLean Citizens Association
STAT		CIA

ROUTE 123/193 ROAD IMPROVEMENTS

For approximately two decades, the Central Intelligence Agency's headquarters has been located on a wooded site in Langley, Virginia, outside Washington, D.C. The focal point of the site, which covers approximately 213 acres, is the headquarters office building. This structure is served by parking areas and three small outlying buildings housing a printing plant, a motor pool garage and a power plant. The site includes an internal road network and a small recreational area.

When the headquarters building was completed in 1962, some of the Agency personnel could not be accommodated due to funding constraints. Those employees not accommodated have remained in other buildings in the Metropolitan Washington area. In addition, over the years, personnel have moved from the Headquarters building to other buildings in order to provide space for automatic data processing equipment. The Agency is now expanding the Langley Headquarters to consolidate its personnel and functions thereby realizing significant cost and operational benefits.

The Central Intelligence Agency (CIA) is developing traffic management strategies, including work shift realignments, which are intended to maintain rush hour arrivals and departures at their current levels. However, the CIA expansion will cause an overall increase in the traffic entering and leaving the site on a daily basis. An evaluation was undertaken to identify roadway improvements which would be most effective in accommodating increased traffic volumes attributable to the current expansion program at the CIA Headquarters. The study scope was defined on October 19, 1983 in the Memorandum of Agreement between the Agency and the Virginia Department of Highways and Transportation (VDH&T) who contracted with Dewberry & Davis and JHK & Associates to perform the study.

A public participation program has been an integral element of the study process. This program has afforded a formal opportunity for citizen groups and representatives of several public agencies to monitor progress and participate in the decision-making process. The CIA Traffic Advisory Committee (TAC) consists of representation from the following:

1. McLean Citizens Association
2. Ad Hoc Committee for Traffic To/From CIA (represents the Clearview Manor, Country Day School, Downcrest, Evermay, Langley Oaks, Lynwood Communities)
3. The Virginia Department of Highways and Transportation (VDH&T)
4. National Park Service, George Washington Memorial Parkway

5. National Capital Planning Commission
6. Fairfax County
7. Central Intelligence Agency
8. Representation from Offices of Elected Local, State and Federal Officials

Based on the findings of the traffic impact analyses, a number of alternatives were developed. The objective was to establish a range of road improvements capable of providing acceptable traffic service under future conditions. Alternatives varied from very modest operational improvements to more extensive reconstruction of specific intersections. Technical memoranda presented a description of the alternatives which were feasible, defined the engineering, economic, and social characteristics of each, and indicated the manner in which each had the potential for satisfying the forecast traffic loads.

After the publication and distribution of the technical memoranda described above, meetings were held with the CIA TAC to obtain member's views on the study's findings. The objective was to identify those alternatives which were viable candidates for implementation.

During the past eighteen months the TAC met regularly to determine an arrangement at CIA that would be agreeable to the various citizen groups, the CIA and the VDH&T. An Environmental Assessment was made for two of the alternatives and based on its results, citizen input, and various Agency feedback, the alternative shown in this brochure was selected.

The road improvements for Route 123 at the CIA entrance is characterized by upgraded intersection design features which includes multiple turning lanes where needed and improved horizontal and vertical alignment. Locations where dual turn lanes would be provided include entering and exiting the CIA entrance from the west and the left and right turn connections between Route 193 and Route 123. All existing intersections currently providing separate turn lanes would be retained. Additionally, it would become possible to go directly between Potomac School Road and Route 193 without making the circuitous U-turn movement presently required. Traffic signals would be located at the Route 123/CIA entrance and at the intersection of Route 193/Potomac School Road and Route 123.

It should be noted that VDH&T believes that unless CIA maintains its peak hour arrivals and departures at their current levels, that an additional traffic lane in each direction would be needed on Route 123 between Potomac

School Road and Merchants Lane. In that connection the Agency and the State of Virginia have entered into an agreement which stipulates that the CIA will initiate traffic management strategies designed to maintain peak hour arrivals and departures at their current levels. If it can be demonstrated that the Agency's traffic management strategies have failed and that traffic has increased as a result, funding will be provided by CIA to implement additional improvements.

The CIA expansion program also includes improvements to Route 495 and the George Washington Memorial Parkway (GWMP). The Route 495 improvements involve providing easier access to the GWMP from the northbound Beltway. CIA has requested funds for this project. The GWMP will be improved by the construction of a 1,000 foot long acceleration lane running westbound from CIA's Parkway exit ramp. This will substantially reduce the rush hour traffic build-up on that ramp, but more importantly, it will significantly improve the safety characteristics of this currently substandard merge area. The construction of the acceleration lane is scheduled for completion this coming summer.

Although not directly connected with the CIA expansion initiative, the CIA TAC has expressed support of the proposed safety improvements at the intersection of Route 193 and Langley Fork and construction of an earth berm along the west side of Route 193 at its approach to Route 123 opposite Potomac School Road. Additionally, the Agency is committed to establishing policies designed to discourage its employees from parking in the neighborhoods adjacent to Headquarters, and it will direct all expected visitors to the GWMP entrance to reduce off peak access to CIA via Route 123.

The CIA TAC will continue to meet during the design stage of this project and they will review design activity at the 25%, 60% and 90% complete stage to ensure that citizen's concerns continue to be addressed. In addition, every effort will be made to keep the project on track and have the construction completed prior to occupancy scheduled for the summer of 1987.